GRUMMAN plane news

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New Hawkeye ready for first deployment aboard Saratoga

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Photo by Dick Sander

Many earn bond awards for finding a 'better way'

The sky's the limit when it comes to the Employee Suggestion System. For the third straight month, a record number of industrious Grumman Aerospace employees have been rewarded for their cost-saving suggestions on how to improve their jobs. And as a result, the Motivational Programs Office awarded over $34,000 in U.S. Savings Bonds to the winners—$4,000 more than the record set last month!

Top winners for this month out of the 173 award winning suggestioners are: Evelyn Rennert of Requirements Planning, Plant 30, $1,700; John Peterson of Fluid Systems, Plant 6, $1,500; Russell Alderman and Irving Ballou, both of Electrical Repair, Plant 6, share $1,500; and Tom Connor and Joe Falco, both of Wing Assembly, Plant 3, share $1,500.

How *do* you "discover" an award winning idea?

Evelyn Rennert of Requirements Planning, Plant 30, says to ask yourself: "What part of your job takes the longest time and how can the present way of doing things be changed or combined to save time?" She asked herself those very same questions and came up with an answer that netted her $1,700 in U.S. Savings Bonds (face value). Evelyn suggested a standard computer program to make changes automatically of the type, form, specification fields of the master raw material file. Besides considerable time and cost savings, the master file can now be kept up-to-date. It was her first approved suggestion, and while her award matures in the bank she plans on "discovering" a new idea.

Which parts of the job seem most difficult and what new methods, or procedures would make them easier? That's how Tom Connor and Joe Falco of F-14 Wing Assembly in Plant 3 went about suggesting their winning idea. "You say to yourself, there's got to be an easier, less costly way," says Tom, a 15-year man at Grumman Aerospace. "Once you identify the problem, you get all the facts you can about your idea," adds Joe, a foreman with 19 years at Grumman. Between the both of them, they have over 10 approved ideas, totalling over $5,000 in bond awards. And Joe was one of the 10 top suggesters of 1973. Their latest award winning idea was to replace interference-fit fasteners with over-squeeze fasteners on the F-14 to reduce installation time. In addition, the new fasteners are less expensive. Tom is the father of two sons and Joe has two daughters with one more child expected in October, so they both will bank their awards in the safe deposit box for their children's education.

Their award marks the second time this year that Russell Alderman and Irving Ballou of Electrical Repair, Plant 6, have combined efforts for a winning suggestion. "When a problem arises," says Irving, "you react." And that's what this duo did. A straight-end connector on the F-14 caused microwave reflections which ultimately resulted in time-consuming rework and retesting. The two identified the problem and suggested a new connector in its place. The result: time saved on each plane. Both shared $1,500 in bonds. Russell, a two-year man, plans on using his money to travel to the west coast. Irving, who is an 11-year vet, will bank his bonds for the time being.

John Peterson, a leadman in Fluid Systems, Plant 6, earned himself $1,500 in bonds for suggesting a preliminary pressure check of F-14 fuel quantity access-cover assemblies to determine leaking fasteners before installation. As a result, considerable excessive repair time was reduced. At press time, John was down in sunny Florida on vacation and with his new $1,500 award he might be down there again sooner than he thought.

Other winners for this month were:

Additional winners for the month of August not included in last month's publication were:

$1,250 - George Hennig, Avionics Lab., Pl. 2.

$1,200 - Robert Eaton, Mach. Parts, Purchasing, Pll. 30.

$1,075 - Boleslaw Muczenski, Production, Pl. 88 (now retired).

1,000 - John Adrion, Final Assembly, Pl. 6; Salvatore Cioffi, Warehouse, Pl. 44.

$900 - Stephen Congro, Final Assembly, Pl. 6.

$750 - Thomas Connor and Joseph Falco, both of Wing Assembly, Pl. 3; Russell Alderman and Irving Ballou, both of Elect. Repair, Pl. 6.

$600 - Harry Ulrich, Mech, Struct., Pl. 43.

$525 - Vito La Rocca, Meas. Std. Lab., Pl. 6.

$500 - Arthur Falbush, Material & Proc. Engg., Pl. 12.

$450 - Frank Brown, Sub-Assembly Major, Pl. 1.

$425 - John Zator, Fuse-Joining, Pl. 1; Joseph Beine, Sub-Assembly, Pl. 1.

$400 - Cleo Rhodes, Sub-Assembly, Pl. 27.

$350 - Frank Brown, Sub-Assembly Major, Pl. 1; Norbert Alberts, Final Asembly, Pl. 6.

$325 - Jane Brunstrom, Quality Engg., Pl. 35.

$300 - Albert Umbach, Elect. FaFb., Pl. 1; Salvatore Tranchina, Major Sub-Assembly, Pl. 1.

$275 - John Hoda and Raymond Wittneben, both of Sub-Assembly, Pl. 1; Anthony Natale and William Harwood, Fuse. Sub-Assembly, Pl. 1; Jerome Odell, Final Assembly, Pl. 6.

$250 - James Eng and Harold Mullens, both of Propulsion Test, Pl. 2; William Willemsen and John Gianni, both of E.B. Welding, Pl. 2.

$225 - Robert De Soms, Meas. Stds., Pl. 6; Frank Abbondondolo, Major Sub-Assembly, Pl. 1.

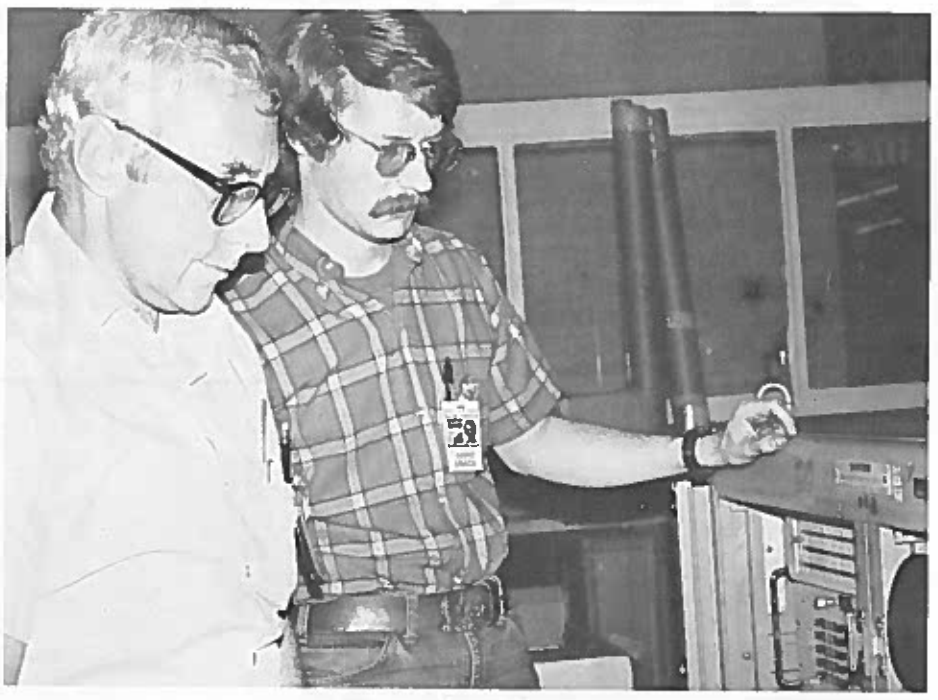
$200 - Walter Sheades, Prod. Flt., Pl. 7; Paul Stein, Avionics, Pl. 6; Jules Harris, Sub-Assemb.y, Pl. 1; Werner Lederman, EBW - Final Assembly, Pl. 2; Fred Reynolds, Joe Parisi and James Suchocki, both of Ground Support, Pl. 6; Francis Loiacono, Fuse. Major Assembly, Pl. 1.

$175 - William Mytko, Final Assembly, Pl. 1; John Transue, Ordnance, Pl. 5; Anthony Rollero and Mario Franceschi, both of Honeycomb Prep., Pl. 3; Henry Ferro, Fiberglass, Pl. 27; Joseph Kridel, Final Assembly, Pl. 6; Thomas Rebele, Fuse. Assembly, Pl. 1.

$150 - Tom Butler and Robert Zeltman, both of Hydraulics, Pl. 6; Ronald Evans and Salvatore Costello, both of Sub-Assembly, Pl. 1; William Gross, Mach. Shop, Pl. 56; John Jackson, Fuse. Assembly, Pl. 1; John Mullen, Prod. Rel. & Ana.., Pl. 3; George Wadkinson, Mech. Engg. & Design, Pl. 34; Charles Beck, Final Assembly, Pl. 1; Stephen Giordano, Prod. Control, Pl. 3; Reginald Metcalf Jr., Config./ Data Mgmt., Pl. 1; George Bonanza, Sub-Assembly, Pl. 1; Harry Grossman, Simulation, Pl. 5.

$125 - John E. Yander, and Gus Andreas, both of N. C. Machining, Pl. 3; Nicholas DeScetto and William O'Connell Jr., both of Chem. Mill, Pl. 3; Eugene Adamczyk and Edward Pearsall, both of Final Assembly, Pl. 6; Kim Goldenberg and Don Collins, both of Structural Test, Pl. 5; Charles De Fiore Tech. Services, Pl. 35; Milton Fishman, Elect. Engg., Pl. 15; Angelo Carnivale, Elec. Product., Pl. 5; Salvatore Costello and Charles Howard, Sub-Assembly, Pl. 1; Adrian N. Hersey, Fuse. Assembly, Pl. 1; Clement Joie Sr., Sub-Assembly, Pl. 1 (now retired); Victor Ehmig, Config./Data Mgmt., Pl. 1; Hank Kraaz, Project Admin., Pl. 34; Edward Nolan, Sub-Assembly, Pl. 1; Allen McCaffrey, Structures, Pl. 6; Chester Briske, E-2C Wings, Pl. 77; James Harper, Mech. Shop, Pl. 56; William Cowan, Config./ Data Mgmt., Pl. 6; Albert Hallock, Struct. Design, Pl. 1 (now retired); Charles Tilley, F-14 Specs., Pl. 1.

$100 - Stanton L. Bessey, I.R.A.N., Pl. 77; Joseph Stevenson, Plastic/Plaster Tooling, Pl. 11; William McCormick, Wing-Sub-Assembly, Pl. 3; Jaroslav F. Bocek, Production, Pl. 88; William Staab, and Stephen Carr, both of Wing Final Assembly, Pl. 3; Henry Gage, Methods Engg., Pl. 3; Michael Kornely, Producibility, Pl. 2; Harold Sanders, Material/Procur. Engg., Pl. 12; Joseph Kasten, Fuse. Assembly, Pl. 1; Al Westbrook, Cont. Systems Engg., Pl. 30; Angelo Crotti, Small Parts Fab., Pl. 3 (now retired); Francos Loiacono, Fuse. Sub-Major, Pl. 1; Ernest Baker Jr., Pre-Flight Install., Pl. 6; Lorenzo Zacarese, Sub-Assembly, Pl. 1; Henry Young Jr., Drop Hammer, Pl. 2; Howard Krasner, Specifications, Pl. 15.



Top winners for this month are: Irving Ballou and Russell Alderman (above) shared $1,500 in U.S. Savings Bonds; Evelyn Rennert (R) received $1,700; Tom Connor and Joe Falco (below) shared $1,500.

New E-2Cs and A-6Es deploy to Med aboard USS Saratoga

MAYPORT, FLA. — When the USS Saratoga sails from its berth here today, bound for the Mediterranean, it carries with it the most formidable carrier air defense force now in operation —the men and planes of VAW-123— and the stand out attack squadron in the Navy last year—the Sunday Punchers of VA-75.

The first squadron to deploy with Grumman's new E-2C Hawkeye, VAW-123 will provide its task force commander with an overview and control of both sea and land airspace many hundreds of miles from the carrier. With the E-2C, both the Carrier Division Commander and the carrier Air Wing Commander will be as close to the operational picture as present technology allows.

Airborne early warning originated back in the forties. In the late fifties, planes such as the Grumman E-1B "Willy Fudd" were sent up to extend radar coverage beyond the curvature of the earth to alert carrier forces of approaching enemy aircraft. The rapid advance of technology since then has enabled "Willy Fudd's" descendants, the E-2A and B, and now the E-2C, to serve as more than just electronic crow's nests but as virtual command centers in the sky.

The E-2C, by far the most sophisticated AEW command and control aircraft operational today, will be able to monitor and control dozens of aircraft, through high-speed data links with carrier aircraft and with the carrier command center itself. The E-2C can direct its fighter aircraft, the F-14 or F-4, automatically on an intercept course to enemy aircraft while remaining in constant touch with the carrier and with the aircraft. During routine maneuvers, the E-2C's role involves directing many aircraft on different training exercises, and controlling reconnaissance flights, as well as the vital role of keeping the carrier force secure from surprise attack. Tom Guarino, E-2 program director, saluted both the Navy and Grumman for the "superb preparation of the aircraft" for its deployment to the Mediterranean fleet.

The E-2C Hawkeye's AN/APS-120 radar and related avionics can identify, track, and control aircraft with a capability that would excite the envy of any early airborne radar operator (test runs of the ground-based E-2C system at Bethpage routinely track all the aircraft in the Northeast corridor — and they say the system is not even breathing hard).

The console area in the E-2C's "back end' is highly automated. The Naval Flight Officer or Flight Tech at one of the plane's three radar scopes can interrogate a particular blip with a light pen and recall all the information on that target that is available in the E-2C's large computer. The PDS (Passive Detection System) is designed to identify aircraft and ships automatically. The IFF (Interrogation Friend or Foe) serves the same purpose for friendly aircraft and ships.

The Hawkeye will not only be able to detect targets better than ever before but will be able to detect and track targets at greater ranges; it can now look into airspace over land where its predecessors had been blinded by the background clutter presented by the land surface (ground-based systems with a sky background or airborne systems looking over water do not face the same problem).

Memories. It has been a few years since Rear Adm. Ron Hays, Commander Carrier Group 4, eased himself into a Grumman Intruder. But is it likely that the former Intruder squadron skipper and veteran of the Vietnam air wars could ever forget? Not likely. The admiral picked up right where he left off a couple of weeks ago when he flew a KA-6D Intruder tanker attached to VA-75 with Cdr. Rick France, leader of the Sunday Punchers, during a flight from Mayport, Florida, to NAS Oceana, Va. (Navy photo)

Navy the best judge

The Navy men of CAEWW 12, who have been flying the E-2C for months now, are perhaps the ones who know best what the plane can do. From all indications they appear virtually unanimous in their enthusiasm about their new aircraft. Attests Wing Commander, Captain Raymond Pettigrew, "the E-2C represents a quantum jump over the capabilities of the E-2B."

Cdr. Ken Hutchinson, Commanding Officer of VAW-123, the first E-2C squadron to deploy, remarked that "we're looking forward to going on the cruise," with the E-2C. The squadron's experience with the plane, he said, had been "super."

Cdr. Hutchinson emphasized that the E-2C's reliability has been "far superior" to earlier Hawkeye models, leading to greater operational usefulness. With more advanced avionics equipment than ever before (the avionics alone weighs in at five tons) the E-2C has already established a record of reliability that far exceeds its predecessors'. In fact, Cdr. Hutchinson's squadron and its E-2Cs have chalked up an enviable record in operational readiness, having one of the highest percentages in the Navy.

Cdr. Tom McClenahan is the commanding officer of RVAW-120, the squadron responsible for qualifying air crews for the E-2C. His squadron has logged over 2,500 hours on the E-2C.

Cdr. McClenahan spoke of the E-2C's "vastly improved" vapor cycle, or cooling system, and of the plane's new CAINS inertial navigation system that seems, he said, to have an almost uncanny way of taking the plane to within a mile of its destination with no mid-course correction.

"One hundred percent of the Naval Flight Officers who have flown in the E-2C feel it's so much better than its predecessor," reports Cdr. McClenahan.

The commander concluded by saying, "I think Saratoga is going to do extremely well—VAW-123 is a good squadron and the E-2C is a fine airplane to go with it."

Captain Pettigrew had something to say about the E-2C as a flying machine. He pointed to the better climbing and single engine performance on the E-2C as compared with the E-2B; he was particularly impressed with the accuracy of its navigational system, too.

But the most important demonstration of what the E-2C can do will come when it begins operations in the Mediterranean. As Cdr. Hutchinson said, "This plane's biggest test is going to be the Med."

A-6E carries new avionics attack system

What's the best attack airplane in the Navy today? According to Cdr. Rick France, skipper of VA-75, there's no contest. "There's not another plane in the world like it for our mission," says France of the Grumman A-6E Intruder. The rugged, twin jet A-6A Intruder saw heavy action in Vietnam and was the only true Navy all-weather aircraft in the conflict. Now, with the same sturdy airframe comes a new avionics attack system that allows precise navigation to the target area, acquisition and tracking of selected targets, and highly accurate automatic delivery of ordnance, day or night, in any kind of weather.

"The A-6A never got the credit it really deserved in Vietnam," says France. "The Intruder used to take off into the goo and the wet, fly through darkness to targets no one else could see, deliver their ordnance on target, and return to the ship without any fanfare. They didn't get the recognition they deserved because no one really saw them in action—they were at their best when the conditions were worst.

"And with its new computer and new radar, and greatly improved systems reliability," says France, "the A-6E is about 200 percent better than its predecessor, the A-6A."

VA-75 has been on the beach for more than a year now and France is looking forward to the deployment aboard the Saratoga with high expectations. And understandably so. After months and months of training in preparation for their upcoming voyage to Mediterranean waters, the Intruder squadron earned an "outstanding" rating — only the second A-6 squadron ever to do so—during the Saratoga's operational readiness evaluation, a severe test of the ship and its air wing that concluded several weeks ago.

Included in the Sunday Punchers contingent will be four KA-6D aerial tankers "a definite factor in the attack role in the Mediterranean," says France.

In 1973, VA-75 was named to receive the McCluskey Award, presented annually to the top attack squadron in the Navy, for the Sunday Punchers' role during the Linebacker II operation at the close of the Vietnam war. Nearly 10 years ago, in 1965, VA-75 was the first A-6 squadron to go into the Vietnam conflict from the decks of the carrier Independence.

That's a proud heritage. Cdr. Rick France leaves no doubt that he believes the men of VA-75 will add to that tradition.

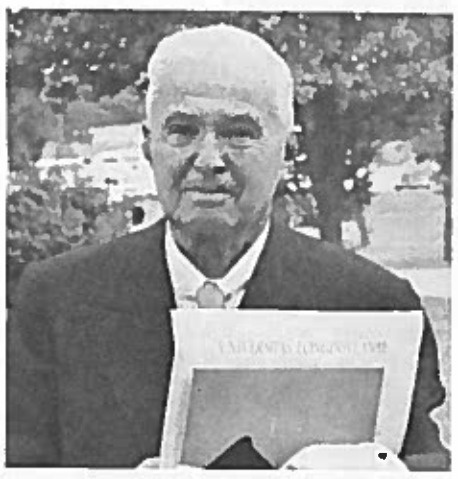
Tomcat leader. With two Navy F-14 squadrons forming on the East Coast, Grumman Field Service reps and Navy aircrews assigned to the units are being kept on the run. Here, Cdr. Jerry Knutson, skipper of Tomcat squadron VF-32, chats with Dick Armstrong, Grumman site manager at the Naval Air Station, Oceana, Va., during a tour of the F-14 flight line. (Photo by Dick Sander)

Albert P. Loening dies at 88; Grumman director since '29

Albert P. Loening, a founding Grumman stockholder and a member of the Board of Directors since the company was established in 1929, died September 13 at the age of 88.

In 1919, Loening joined his brother Grover at the Loening Aeronautical Engineering Corporation which designed and manufactured some of the world's first amphibians. During the 1920s, the corporation produced the Loening M-8 monoplane for the Army and Navy; designed and marketed a flying boat, the Loening Air Yacht; developed a military amphibian OL-5 for the Army, Navy and Coast Guard; and produced a commercial amphibian, the Loening Commuter.

During these years, Roy Grumman and other company founders worked for the Loening company. In 1929, when the firm merged with Keystone Aircraft as part of the Curtiss-Wright



organization and moved to Bristol, Pa., Roy Grumman and his associates then founded Grumman Aircraft Engineering Corporation on Long Island, initally to repair Loening amphibians.

Loening, a pilot, held the rank of major in the U.S. Army Air Service from 1917 to 1919. He served as mayor of Southampton for three terms, '36 to '42, was a member as well as founder and first president of the Southampton Association.

plane GRUMMAN news

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Elect Williams VP at GII; to set up African office

This past spring, O.S. "Ozzie" Williams performed a "minor miracle" by traveling 1,800 miles in Nigeria during his three-week stay. Visiting eight of the 12 Nigerian states, Ozzie, accompanied by his wife Doris and daughter Meredith, journeyed from the capital Lagos to the northern Moslem city of Kano to the Niger River delta and its oil fields on the coast. It won't be long before he and his family see their newly acquired African friends again. Ozzie Williams was recently elected a Vice President in Grumman International. In his new position, he will be in charge of developing new markets and products for Grumman in West Africa, primarily in Nigeria.

For over 30 years, Ozzie has been an aeronautical-aerospace engineer, but he foresees no difficulty in making the transition from engineer to international marketeer. "Engineering is a great discipline, but as a manager you are responsible for developing human skills more than technology. . . . " During the LM program, Ozzie was manager of the Reaction Control System on the lunar lander, responsible not only for the design, production and test, but also for almost $40-million worth of subcontracts on the project. Following the conclusion of the LM program, he moved on to Business Development Space, and then to his most recent assignment as manager, Customer Requirements - Space Programs before getting his new assignment.

To complement his broad experience in the industry, Ozzie is currently working toward a Masters in business administration, with concentration in international marketing, at St. John's University. In addition, he holds undergraduate and graduate degrees from N.Y.U. in aeronautical engineering.

Discussing his long career from his first job during WWII in a predominately white aerospace industry to his

Ozzie Williams

new position as the first black vice president at Grumman, he is quick to point out that "being black is not necessarily an advantage in my new post—to the Nigerians, I am an American businessman.'

Ozzie attributes his climb up the managerial ladder in the aerospace industry to "being at the right place, at the right time, and with the right qualifications." He tried to convey this philosophy to hundreds of high school and college students he met through the government-company sponsored "Plans-for-Progress" during the 60s when he and other black business people visited educational institutions to encourage young people to stay in school. Ozzie still visits youths at local high schools to "tell it like it is."

Air Force chief. During recent Air Force Association meeting in Washington, D. C., General David Jones, Air Force Chief of Staff, stopped at Grumman Aerospace exhibit to chat with (L-R) George Thompson, deputy director, Air Force Requirements; Francis (Gabby) Gabreski of Customer Requirements, and Vice President Gordon Ochenrider, who heads the Washington office. Grumman display featured EF-111A tactical jamming system.

A. Bottcher W. M. Muller E. F. Rochelle J. S. Redes H. G. Gerdes S. A. Licciardello F. Trobiano P. J. Manitt L. Duschenchuk

service milestones

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Albert U. Balsari, Prog. Est./Pricing (5) 884
Arthur T. Caldwell Jr., Instru. Test (6)
James A. Connelli, Fluids, (6)
Barbara A. Brem, Gen. Purchasing (30)
Robert G. Miller, Seller Des. Equip. (30)
Richard Plunkett, Antennas/Radomes (34)
John T. Costello, P/S A/C Syst. Serv. (94)

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Benvenuto P. Trocca, Hydraulics (1)
Bryon L. Brown, Training & Devel. (39)
Rudolph Pilnacek, Q. C. Supplier Ctrl. (87)
James M. Connors, V.P., GDS

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Alfred Bottcher, F-14 Mfg. (1)
William M. Muller, Antennas/Radomes (1)
Alexander Nazzaro, Router/Shear (2)
Edward F. Rochelle, Heat Treat. (2)
Joseph S. Redes, Prod. Mfg./Budgets (2)
Henry G. Gerdes, Tool Control (2)
Santo A. Licciardello, Major Assembly (3)
Francis Trobiano, Prod. Ctl. (3)
Philip J. Manitt, Aero. Test (5)
Leonard Duschenchuk, Lab. Mgmt. & Tech. (5)
Harry L. Kieser, Instru. Planng./Ctl. (6)
Henry J. Schneider, Crit. Matl. Ctl. (6)
William J. Boggs, B/P Warehouse (17)
William Suppa, Transportation (20)
Stanley E. Carlson, Plexiglass (27)
Ali Sulton Jr., Plexiglass (27)
Frank E. Campbell, Spec. Tools (27)
Doris Cusick, Spec. Tools (27)
Raymond M. Harer, Struct. Des. (34)
Frederick B. Hamilton, Admin. Controls (35)

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Walter Kurpita, Prototype (1)
Alexander Nietupski, Heat Treat. (2)
Edward Piendgensky, Detail/Subs. (2)
Francis L. Smith, Detail/Subs. (2)
Wilbur Frank, Parts Ctl. (2)
David Graves, Method/Planng. (2)
Arthur F. Spadalik, Method/Planng. (2)
Benjamin Pollack, Fluid/Mech. Tool/Equip. (2)
Joseph M. Worthkoski, Maintenance (2)
John W. Apps, Insp. Mech. (2)
Walter H. Holderer, Tool Maint. (3)
Paul R. Dickman, Loads & Dynamics (4)
Raymond J. Macklyn, Supp. Equip. Prod. (5)
Philip DiLeo, P/S Field Serv. Mgmt. (35)
Arthur A. Fruauff, Maintenance (36)
Joseph DeCarlo, GSE Mech. (43)
Stanley A. Hills, Matl. Ctl. (77)
Anthony J. Feiler, F-14 Aft. Assy. (77)
Edward V. Malinowski, QC Supplier Ctl. (87)
Frederick J. Edwards Jr., Grumman Corp.

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David H. Hunt, Prog. Mgmt. (1)
Dorothea M. Zotter, Prod. Release/Anal. (2)
Harry Prodromides, Presentation Serv. (5)
Helen M. Lapen, Medical (6)
John E. McLean Jr., Flight Ops. (7)
Michael Krot, Instru. Proj. (7)
Robert I. Gunwaldsen, Transportation (20)
Vincent E. Morgan, Proj. Proposals, (25)
Albert J. Decker, Mfg. Engg. Prod. (25)
Lucille E. Musil, Release & Control (25)
Lenora H. Alonge, Reqmt. Planng. (30)
Patricia E. Shivler, Secretarial Serv. (39)
August M. Ruotolo, G.P. Invent. Mgmt. (44)
Charles P. Olson, F-14 Prog. Mgmt. (77)
William F. Carrozza, Base Mgmt. (8)

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Neil L. Malvetti, Final Assembly (1)
John A. Bailey, Final Assembly (1)
Vladimir G. Dugandzic, Stab./Cont. Syst. Des. (1)
William J. Bott, F-14 Prog. Mgmt. (1)
Matte A. Fontana, Maintenance (2)
Thomas J. Connor, Major Assembly (3)
Hubert B. Donovan, N/C Mach. (3)
Vincent P. Mackle, Flt. Avoinics (4)
Walter J. Dodel, Instru. Test (5)
John J. Costa Jr., Tech. Staff (5)
Frederic L. Weiss, P/S Prog. Mgmt. (5)
William J. Mebes, Prod./Syst. Planng. (5)
Henry G. Kilthau, Est./Pricing (5)
Joseph A. Menniti, Cust. Reqmt. (5)
Thomas W. Dispenziere, Instru. Test (6)
Richard R. Lehecka, Invent. Ctl. (6)
Douglas E. Carrol, Meas. Std. Lab. (6)
George Vocelka, Flt. Ops. (7)
Alvord A. Elliott, Mfg. Insp. Elect. (7)
Joseph W. Cappiello, Maintenance (12)
Nicholas Maresco, P/S Verif./Prod. Support (15)
James R. Kennedy, Matl./Struct. Mech. (26)
Estella E. Felice, P/S Production (34)
Grace L. Ziermann, Q.C. Syst./Proc. (35)
Bernard H. Callahan, G.P. Invent. Mgmt. (44)
Albert R. Crowell, Supp. Equip. Serv. (80)
Edward T. Albrecht, Supp. Equip. Serv. (80)

P. DiLeo A. A. Fruauff S. A. Hills A. J. Feiler F. J. Edwards Jr. G. Moletz

Sorry about that . . .

When the July and August 25 year anniversaries pictures were taken, George Moletz Jr. of Controls and Management, Plant 25, was on vacation. Unfortunately, his photo was developed too late to meet the deadline. Sorry about that, but a happy belated 25th anniversary, George!

Discount Nets tix

Here's a great opportunity to see the ABA champions N.Y. Nets in action—at non-inflationary prices. The Grumman Athletic Association is offering discount tickets for six home games at the Nassau Coliseum in Uniondale for the 1974-75 season: $7 seats for $2.

The following games are available at this discount price:

Friday, October 18, Utah; Sunday, Nov. 24, Denver; Friday, December 20, St. Louis; Sunday, January 26, Indiana; Friday, February 28, St. Louis; and Friday, March 21, Kentucky.

Tickets are now available at the GAA office, Plant 30.

H. L. Kieser H. J. Schneider W. J. Boggs S. E. Carlson A. Sulton Jr. F. E. Campbell D. Cusick R. M. Harer F. B. Hamilton

GAC thrust reverser sales surge in business jet field

In the highly competitive aerospace field, one of the greatest marketing challenges involves expansion into new product markets . . . as GAC's Commercial and Special Products Department has succeeded in doing with the thrust reverser. Thrust reversers use jet thrust to brake the aircraft, providing an extra safety margin for landings on short or slippery runways. Grumman's expansion into production of thrust reversers for the business jet market was highlighted by the latest award, from the Falcon Jet Corporation, August 30.

The award provides for production of Grumman-developed thrust reversers for the Falcon 10 Jet, produced by France's Avions Marcel Dassault, for which Grumman is already producing the engine nacelles. According to Bill Fehrs, director of Commercial and Special Products, Dassault is expected to exercise its contract option for Grumman to produce thrust reversers for the larger Falcon 50 Jet, still in the planning stage. The value of the two jobs combined could reach $4.5 million over the next three years, says Fehrs.

The Falcon award is one of a series Grumman has received for thrust reversers beginning with the Israel Aircraft Industries Westwind 1124, for which the company is also producing engine nacelles. Grumman has also recently received a contract to produce thrust reversers for the Gates Learjet Model 35/36. Both the IAI Westwind and the Gates Learjet are powered by the Garrett TFE-731 engine, as is the Falcon 10 and, ultimately, the Falcon 50.

When the competition for Falcon 10 thrust reversers arose, Grumman aimed at consolidating its position in the TFE-731 applications market and did just that. Prospects for additional business in this area look bright to Fehrs, who looks forward to thrust management contracts for the Dassault Falcon-50 and Hawker Siddeley-125.

Grumman aids 73 Fellows

Since its inception in 1968, the Grumman Aerospace Engineering Masters Fellowship Program has enabled 73 persons to complete their Masters degree at a local engineering college, and at the same time, gain industrial experience in the aerospace field at Grumman.

This past June, the 1974 Masters Fellowship luncheon was held to honor the fifth graduating class of Fellows. Senior Vice President Grant Hedrick, and Vice President Larry Mead, who are both members of the Fellowship evaluation committee, were on hand to congratulate the graduates: (below, l-r) Mead, Chek Yee, Marinann Eichmann, George Barnes, Cathie Vermilyea, Larry Yaeger, Bill Folterman, Angelo Ferrara, Paul Marino, Newt Spiess, director of Product Engineering, Joe Braun, Rich Bongiorno, and Hedrick.

While the Fellows pursue their Master's degree over a two-year period, they work a minimum of 24 hours a week at Grumman during the school year and 40 hours during the summer. According to program coordinator, Bill Wenzel, the Fellows work in four different areas on six-month assignments to help bridge the gap between the academic and industrial environments.

The total gross value of the Fellowships range from $13,150 to $15,200 per year (with portions of these amounts taxable.) This includes payment for hours worked; all employee benefits; full tuition, books and fees; and a yearly stipend of $1,200 plus $600 for each dependent (spouse and children).

Yearly fun at Pax River

It was a cool day on the banks of the Potomac two weeks ago when members of the Grumman contingent at the Naval Air Test Center, Patuxent River, and their families gathered for their annual picnic—but not too cool for the kids to devour ice cream, soda, and hamburgers. The adults helped out by stowing away kielbasa, sausage, and some suds—it wasn't too chilly for that either. On hand to help Site Manager Jim Russell and the assembled Grummanites celebrate the annual event was President George Skurla, who spent the day chatting with old friends, making new ones, and sampling the picnic fare.

OBITUARIES

NICHOLAS KIRITSIS of Support Equipment Production, Plant 5, died September 9 at the age of 55. He had been with Grumman over 25 years and lived at 555 18th St., West Babylon.

FRANK RUDES of Production Management, Plant 3, died September 9 at the age of 37. He had been with the company since 1963 and lived at 7 Raven Place, Huntington.

CATHERINE M. MOONEY of Instrumentation Systems Design, Plant 6, died September 12 at the age of 60. She had been with Grumman Aerospace since 1967 and lived at 142A Eastbourne Ct., Ridge.

ROBERT D. EATON of Machine Parts and Raw Material, Plant 30, died September 12 at the age of 58. He had been with Grumman Aerospace since 1950 and lived at 225 Lee Ave., Hicksville.

SIDNEY M. CARTER of Plant Protection, Plant 77, died September 14 at the age of 56. He had been with Grumman since 196 and lived at 218 Lime Tree Drive, Stuart, Fla.

ROBERT T. TORRES of Maintenance, Plant 1, died September 17 at the age of 58. He had been with the company since January 1974 and lived at 263 13th Ave., West Babylon.

Tee time. One of the golfers participating in the annual GAA tourney takes a practice swing at the fourth hole of the Hampton Country Club, September 19. (Photo by Larry Van Wallendael)

Tee tourney draws crowd

It was a big day at The Hampton Country Club on Thursday, September 19. More than 130 golfers showed up for the annual GAA tourney, and when the day was over, all did manage to find their way back to the clubhouse over the tight, heavily wooded Hampton layout.

Although there were some who had trouble negotiating the 6,500 yard course, Bob Chalus, a member of the Grumman golf varsity, finished with a four-over-par 76 to take low gross honors for the day. Another fine score was turned in by Ted Domagala, a former varsity golfer, who put together a 40-40 over the 18 holes to pick up low gross honors for the seniors, men who are over 50 years of age.

Among the other trophy winners in the event were: low net (minus handicap) - Tom Palmeri, 84-12-72; low net seniors - Stan Urkiel, 92-19-73; 2nd low gross, Art Darcy, 81; 2nd low net - Vin Frazzitta, 86-14-72; low net ladies - Eileen Toomey, 75; 2nd low net ladies - Pauline Pearson, 75; longest drive - Angelo Bellissimo, 245 yards; closest to pin - Joe Mele, 4 feet.

Among the participants — the high-scoring ones — were Vice Presidents Tom Rozzi, director of Personnel Services and Security, and Vice President Ralph (Doc) Tripp, general manager of Great River Operations. Although they had some difficulty with the course, they had no difficulty at all assisting Mike Cherry of GAA, who managed the event, during the awards presentation. The two senior officials from Grumman Aerospace presented the major awards following a buffet dinner, then sat back and waited for their own names to be called during the awarding of "kickers" prizes — consolation mementos that were collected by all tourney participants.

Monopoles finish third championship season

Old managers never die . . . they just keep on winning. Thats' the case with the Monopoles' manager Charley Dietz. He's been steering the team for 10 years now—eight of those champion-ship seasons adding up to 128 victories to nine losses! And what better way to finish up a winning decade on the Monday night softball circuit, than to have the Monopoles capture another title.

At the bottom of the second inning, the champs found themselves down, 8-0, but then they began battering the Research. Pitcher Al Wallace finished the game allowing only two more runs by the challengers while the Monopoles managed to score 22 times. Big sluggers for the champs were Ed Gabriel, three hits including a double and 2 RBIs; Chris Hoffman, three hits and three RBIs; Gene Lowe and Charley Bosch, both three-for-three at the plate. Assisting Wallace in holding Research were outfielders Bill Foote and Charley Bosch and infielders Mike and Ed Gabriel. Old managers never die . . . and by the looks of things, neither do the Monopoles.

In the Tuesday semi-final playoffs, the Woodpeckers scalped the Mohawks in the best-of-three series, 12-11 and 11-10. Going into the bottom of the fourth, the Woodpeckers were down, 8-0. Bruce Armour pinch hit a single driving in one run, and then Wayne Woodhams punched a single into left field to drive two men across the plate. The winners came alive again in the sixth, with Rob Ogilvie driving in the winning run.

In the second game of the series, it was George Cumberland who saved the day throwing out Joe Hyde at third in the bottom of the seventh for the second out. Ken Smith of the Mohawks stepped up to the plate and slammed a homer which would have tied the game but George had thrown Hyde out on the previous play. Woodhams, Tom Burghard, Rob Ogilvie and Charlie Esposito each pounded two hits in the 11-run first inning.

In the semi-finals, the Hellcats of the American league handled themselves the same way they did all season —like champions. In the first round of the playoffs, Hellcats' shortstop Jim Cruthers choked off potential rallies by Willy's Warriors as his team won, 5-4. Relief pitcher Don Richroath pitched four innings of shutout ball.

But that "championship season" changed into that "disappointing season" when the Hellcats took on the two-year champs, the Shadows. In the best-of-three finals, they split. But the Shadows sneaked up behind the Hellcats in the first inning with seven runs, then added another big offensive spurt with the five-run fourth to send the Hellcats into a slide. Big hitters for the champs were Bruno Sidort, and Chris Hoffman, who both went four-for-four at the plate.For the losers, Jim Cruthers and Bill Foote each hit two over the fence.

On the Plant 6 diamond, What's Left broke out of a three-way tie for first by beating the Public Watermellon, 21-7. Andy Wujick went five-for-five at the plate. Pitcher Bob Bradley held the losers to nine hits while the What's Left poured it on with 26 hits.

They take aim

It was important for the Grumman pistol squad to keep their aim during the summer doldrums, and they did that by forming the Grumman Summer league.

In the Rim Fire division, Ron Trenkner earned first expert honors, aggregate, with 1601. Phil Boehm and Mort Weinberg resided in first and second place with 1550 and 1534, respectively. The top three marksmen for the season were Eddie Kovacs, 1599; John Crawford, 1550; and Gordon Woodruff, 1529.

Phil Boehm captured first place honors in the International center fire division Class A. Eddie Kovacs filled the second berth with 1561. Number one and two honors (Class B) went to Tom Lovatt and John Crawford. And in Class C, Jim Barry and Bill Rommell fired 1331 and 1312 respectively.

Myron Goldfeder, publicity officer for the Grumman Rod and Gun Club, predicts that this years' pistol squad will be dead on target—number one in the industrial league circuit.

Set varsity tryouts

"No one has a free ticket,' says Grumman varsity basketball coach Mel Knopf, "to make this year's squad." You heard the man—the field is open for all those hoopsters willing to try out for the team that placed first in the Glen Cove league, and finished second in the industrial league circuit.

Tryouts will be held Monday, October 7, 14, and 21, at the Charles Campagne school, Bethpage, from 5;30 to 8:30 p.m. and Tuesdays, October 8, 15, 22, at the Kramer Lane School, 5:30 to 7:30 p.m. For more information, contact Mel Knopf, Ext. 9677 or 87218.

For all those interested in playing intramural basketball this winter, there will be an organizational meeting on October 7 at 5 p.m. in the GAA office, Plant 30.

Pt. Mugu engineer made Indian head

Earl Spurlock, a quality control engineer at Pt. Mugu, has a new job. Spurlock is quite happy with his present job at Grumman and he wasn't even looking for new work, but when his uncle died a few weeks ago at the age of 82 Spurlock automatically became the lifetime and hereditary Chief of the Creek Indian Nation.

Becoming chief, says Spurlock, is "an honor and obligation—something you are born with and must fulfill when the time comes." Spurlock has been an engineer for most of his professional career and spent only a brief period as a child on a reservation when he lived with his grandparents. His new position as chief represents "a whole different way of life."

As Chief of the Creek Indian Nation Spurlock will be responsible for the administration of two reservations and the 4,000 member Creek Nation. Although another 2,000 Creeks live in Canada and he is acknowledged as chief there, Spurlock's duties in regard to them will be mostly ceremonial.

In the U.S. Spurlock's ascension to the position of chief was marked with traditional ceremonies. He will meet the Secretary of the Interior, the cabinet officer in charge of Indian affairs, sometime early next year.

Spurlock hopes to be able to keep his job as quality control engineer for the F-14 and devote only two days a week to his duties as chief. Those include visiting the Creek West Coast reservation at Warner Hot Springs in San Diego County, California, where he will administer rental of concessions and stores on reservation property, as well as other business interests of the nation. Far from being a desolate wasteland, Spurlock says that reservation property is good grazing land and his task is to help administer that land. Spurlock is also responsible for another reservation in South Carolina which the new chief has never had the chance to visit.

"The Creeks originated on the east coast and were forced steadily west in the face of the European settlers," says Spurlock. "As a result, the Creek Nation is quite spread out; some live near the original lands in the east, some in California, and some in Canada." The Creeks who participated in the Indian victory at the Little Big Horn in Montana, where General George Custer made his famous last stand, later crossed the border into Canada where they could be safe from reprisals.

Although the Creek Nation no longer goes on the warpath, the position of Creek chief carries enough responsibilities of a non-military nature that Spurlock will undoubtedly find plenty to keep him occupied.

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MAKEUP!

A member of the Grumman family is about to make its "acting" debut on nationwide television. The Grumman Gulfstream II will play the title role in the NBC made-for-TV movie, "Disappearance of Flight 412."

The movie is scheduled to be aired on Tuesday, October 1, at 8:30 EST. The Gulfstream II, which is owned by Northrop Corp. of Calif., underwent hours of "make-up" to portray a U.S. Air Force plane. The NBC production which stars Glenn Ford deals with an Air Force plane that goes after an UFO and disappears. Who knows, maybe the GII will walk away with an Emmy for its performance!

GAA-sponsored hobby show will open doors October 31

If your ceramic pitcher still needs to be glazed and fired, or if the cabinet you've made in your workshop requires a few more coats of varnish . . . or . . . . Whatever your hobby, there's not much time left before the Grumman Athletic Association calls for entries to its annual Hobby Show. All Grumman employees and retirees are eligible to participate.

Entries will be accepted Monday, October 28, through Wednesday, October 30, at the Plant 28 auditorium from noon to 1:30 p.m. and from 4 p.m. to 6:30 p.m. At Calverton, those who wish to enter should call Joe Tagliavia on Ext. 845 or 595, and hobbyists at the Great River plants should call Don Speta on Ext. 1544. Both will arrange to have your hobby exhibited in the show.

According to Chet Baumgartner of GAA, all entries must have been completed during the past year. One entry form must be filled out for each entry submitted, and the estimated value of each exhibit must also be listed for insurance purposes.

Each participant in the GAA Hobby Show will be permitted two entries in any one category, or a maximum of six in all categories. Coin exhibits are limited to one display case.

Categories in this year's hobby exhibit are:

Ceramics; collections-coin; collections-st a m p s ; collections-miscellaneous; crocheting; embroidery; general; gunsmithing; knitting; leather work; metal work; model planes-flying-scale; model planes-flying-non-scale-original design; model planes-non-flying-scale; model planes-non flying-non original design; model railroads; needlework; science-working models; sewing; ship models-kits; ship models-original design; ship models-scale; wood carving; wood work.

A reminder: hangers, forms, or items that will help in display of article should be supplied by exhibitor.

The Hobby Show will be open to the public from Thursday, October 31, through Sunday, November 3. For further information, please contact GAA, Plant 30, Ext. 2133 or 2269.

The annual Art and Photo show will be held in mid-November. Particulars will be contained in next issue of Plane News.